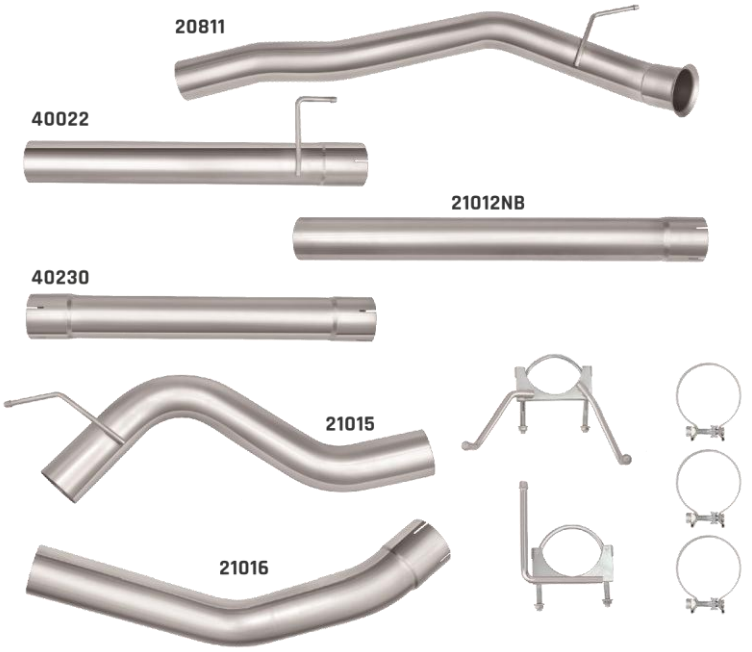
Turbo-Back Pipe

2010-2012 Dodge Ram 6.7 Cummins

PACKING INCLUDE



BEFORE YOUR BEGIN, VERIFY THAT YOU RECEIVED THE RIGHT KIT&EACH PART LISTED ON THE REVERSE PAGE

INSTALLATION STEPS

INSTALLATION NOTES

Note: Prior to installation, please compare the parts that you have received with the bill of materia s listed above to ensure that you have all the necessary parts for installation.

Step 1:

Removal of original system Starting at turbo, remove the band clamp from the down pipe at the turbo. Loosen the bolt enough to unlatch the clamp, then pry the clamp away from flange at three spots with a flatheadscrewdriver. Remove clamp. (Note: keep the stock band clamp as it will be used with the new system).

Step 2:

Unbolt the flange and all factory bungs and airlines on down pipe and Diesel Particu late Filter.

Step 3:

Cut the down pipe next to the transmission to make removal easier. If you want to keep the down pipe, it will be necessary to lower the transmission plate support to make room for removal of pipe. (Make sure you support the transmission before doing this).

Step 4:

Loosen all clamp connections. Spray the hangers with WD-40, then pry them from the OE rubber hangers and remove the factory exhaust. (Note: a sawzall or hacksaw is the preferred method of cutting exhaust).

Step 5:

Make sure to place the clamps on all connections before installation of pipes and mufflers.Install #20811 turbo pipe using the stock turbo band clamp. Snug the clamp down so it will hold pipe but pipe can still be moved.

Step 6:

Install the DPF race pipe (#21012NB). For longer wheel bases, pipe #40022 will be needed.Sensors/Lines do not need to go back into the exhaust system. Read tuner instructions.

Step 7:

Install muffler, over the axle pipe and tailpipe placing hangers into OEM rubber hangers.

Step 8:

Nug all the clamps down so they will hold the pipe but the pipe can still be moved with some effort. Check for clearance, i.e. brake lines may have to be moved or e-brake cables as well as axle vent tubes, also check that the exit of tail pipe is level with the truck.

Step 9:

Using the supplied security torx tool, transfer the MAF sensor from the factory intake to the new intake. Then install the intake support hand tight.

Step 10:

Tighten the turbo band clamp. Starting at the front clamp work your way to the back connection, tightening clamps as you go. (Note: a mig weld should be applied to the clamped connections of pipe for added security). DO NOT WELD CLAMPS.